

10. NAME(S) OF STRUCTURE  
State Bridge Number 505

11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION  
23A:5-14



23A:5

Mack, Warren W. "A History of Motor Highways in Delaware", in Reed, Henry Clay, Delaware: A History of the First State, vol.2, pp.535-550 (NY: Lewis Historical Publishing Co., 1947).

Delaware State Program. Delaware State Highways; The Story of Roads in Delaware.... [Newark, Delaware: Press of Kells, 1919].

Federal Writers' Project. Delaware: A Guide to the First State. (New York: Viking Press, 1938).

Hancock, Harold Bell. A History of Kent County, Delaware. (Dover, Del.: Dover Litho Printing Co., 1976).

Delaware State Archives. Kent County Road Records 1875-1940.

12. SOURCES

13. INVENTORIED BY:

AFFILIATION

DATE

P.A.C. Spero & Company with Kidde Consultants for Delaware DOT

April-November 1988

# HABS/HAER INVENTORY

See "HABS/HAER Inventory Guidelines" before filling out this card.

## 1. NAME(S) OF STRUCTURE

State Bridge Number 505

## 2. LOCATION

Church Street over Mispillion River  
Milford, Kent County, Delaware

## 3. DATE(S) OF CONSTRUCTION

1903

## 4. USE (ORIGINAL/CURRENT)

Vehicular

## 5. RATING

SG

## 6. CONDITION

Good

State Highway Bridge 505 is a 36'-0" concrete encased steel girder bridge with a concrete deck. The superstructure is supported by stone abutments and U-shaped wing walls of semicoursed rubble and a concrete center pier. There is a simple steel latticework railing on the deck. The bridge is 35'-0" wide and carries two lanes of traffic.

Delaware Department of Transportation records state that Bridge 505 was built in 1903. This is verified on the bridge plate, which also states that the structure was the work of J.A. Hirons, builder, and Joseph Russo, mason. Drawings are no longer available.

Constructed in 1903, Bridge 505 is the earliest steel girder bridge surveyed in Delaware. The bridge remains in good structural condition. Its extant masonry abutments and wing walls are unusual survivors in combination with a 1903 steel girder superstructure. It is an intact example of a type commonly built in the late nineteenth and early twentieth century, and stands as an illustration of the bridge type cited in Kent County General Specifications for Highway Bridges, dating from 1900-1910. These bridge specifications detailed iron bridges, and required abutments and wing walls of rubble masonry, with an "iron" span built exactly to plans; any deviations required the consent of the County Engineer. The steel girder bridge, like the concrete bridges of the same time, represents a common type constructed from the early growth period through the period of rapid expansion of the state road network. Bridge 505 was built in a town, during the first wave of the public demand for road improvements engendered by the increasing popularity of the automobile. Its date of construction coincides with the passage of the State Aid Law of 1903, which made state funds available to counties on a matching basis for road construction; this was the first effort by the state legislature to subsidize highway improvements.